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PRIVATE RESIDENTS AT THE
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NEWS OF THE FAR EAST
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with which is incorporated the
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ESTABLISHED 1857

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Hongkong, 14th November, 1908. [a1565]

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[1663]

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[a34]

Hongkong, 12th December, 1908.

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Hongkong, 4th December, 1907. [a40]

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Hongkong, 9th February, 1907. [1326]

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Hongkong, 11th December, 1908. [29]

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All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTH.

On 14th Decemb. r. at Victoria Hospital, the wife of R. H. GORTON, a son. [16c]

HONGKONG OFFICE: 10A, DES VREUX ROAD C LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, DECEMBER 16TH, 1908.

PERHAPS for the past three or four hundred years no invention has created an equally great social revolution with the simple "byke," and its follower the motor car; both have in their way increased the ordinary facilities for locomotion, so that distances, that but few years ago would have required the exercise of much force, and occupied a notable period of time, as well as needing much preliminary preparation of person and raiment, may now be covered in the period usually occupied in one's daily walk. The byke, too, is essentially the poor man's conveyance: it costs him nothing for fuel or fodder, and only requires such repairs and attention as the ordinary clever mechanic can do himself. It enables further his children to go longer distances to school, and so enables them to take advantage in a way before unthought of the benefits of a higher education than is offered at the ordinary local school.

What the humble byke is to the poor man the motor car is to his more wealthy neighbour: it stands always ready to be mounted, and in an hour or two will carry him over distances, without inconvenience, which would, even ten or twelve years ago, have needed extensive preparations, and probably entailed all the necessities of a

railway journey, and carriages at both ends. The periodical break-up of the household, often once a week for the "week end," has now entered into the ordinary routine of existence and the facility with which the machine can be carried on board ship, and transported from one country to another has materially altered the conditions of life, and carried into the ordinary human being's existence, one of the main enjoyments of the humble snail—that of being able to carry about with him practically his whole household, without the one great drawback of the snail's life—his inability to exceed a crawl.

Now it is undeniable that the habits engendered by this modern facility of movement, have made vast changes in our homelives and customs; and it may be too, it may be said, not always for the better. If we are becoming quicker in our thoughts, and more rapid in our movements, we are also apparently as a nation becoming more frivolous and careless of consequences. What the introduction of the electric telegraph did for our commerce, that of the byke and motor-car are doing for our private life. Our merchant used to be a man of wide knowledge, who had to undertake a long and difficult operation at a study of all the eventualities, with as much care and precision as the mathematician needed in working out the orbit of some expected celestial visitor. Now-a-days he has exchanged his place with the speculator, whose sole occupation is the mere counting of the chances, often without the slightest knowledge of the article in which he is dealing or the circumstances of the markets for which it is destined. Real trade is thus hindered and the merchant too often placed at the mercy of the more heedless speculator, whose highest mental effort is to play a mere game of pitch and toss with Lady Fortune. The same influences are at work in the social life of the day; the careful and conscientious worker in science finds himself handicapped in his researches by the amateur who has picked up perchance some of the shibboleth of the craft from such publications as *Science Stiftings*, and is able on such pabulum for the moment to pass as a man of research, and so retard *ad infinitum* the work of the real master of his craft. The publisher, like the stockbroker who strives to make his buying and selling a real business, finds himself cut out by the mere panderer to the taste of the moment; and is forced to deal in literary options and futures, to the destruction of everything that is real or genuine. Haste rather than quality has become publicly and privately the order of the day, and feverish worry takes the place of wisdom.

Such are, of course, the thoughts of the pessimist. There is a vast amount of truth in them, and it is unfortunate that every step in civilisation has had from the beginning of the world to contend with similar drawbacks. It is quite possible that the Australian "boy" who wanders about eating the filthiest food, clothed only in the merest rag to protect himself against the inclemencies of the weather, enjoys life just as much as the fur-clad beauty in her most up-to-date motor car; neither is perhaps to blame for acting on the motto "carpe diem," only each step secured in advance makes the step backward seem the more horrible, and so, whether we like it or not, we are carried on with the irresistible current of our surroundings. This seems to be to us more particularly the case at the present time.

It was but the other day that we were complaining that the inventive talent of the day had come to a standstill, yet within the last few years we have seen the steam turbine striding on to the supercession of JAMES WATT's great invention of the reciprocating engine; nay, we have seen the steam engine itself threatened with extinction before the internally fired machine of the day. It was but the other day that the electric tram car came to the great joy of the locomotive public, yet to the intense disgust of all lovers of art, who see their view of God's heaven shut out by a vulgar network of poles and wire. It was only a generation ago that the electric wire came to connect the most distant lands, and create new wants and new inconveniences and dangers; yet already we see looming in sight quite a new development of electricity which will for the moment gladden the heart of the artist. Wireless telegraphy, a few years, or months ago, a vision of the imagination of a few sanguine experimenters, is now looming on the horizon as a real accomplished fact. Already a concert performed in Berlin has been heard in Stockholm, and signs thrown into the ether at New York are regularly read on the coast of England. It seems to be certain, following up present indications, that the barbarous practice, as we shall call it then, of carrying "our electricity along mighty wires will be done away with, and the people who accomplish

this will be hailed by artistic folk as true benefactors of the human race. But will they be so? Experience would rather tend to show that it will be merely an exchange, and that our imaginary artistic paradise be followed by something even more profoundly nasty.

It was but the other day that SANTOS DUMONT astonished the world by navigating a huge balloon round the Eiffel Tower. Then German inventors claimed the world's attention for airships. But other clever and more practical inventors had been for some little time at work, and to herald the last year HENRY FARMAN, with a mere stretch of canvas actually flew a few hundred yards, and came down none the worse for his Lescian attempt. So already the airship has had to give way to the more handy and workmanlike aviator. Now there is little doubt that in a little while, as in the case of the humble byke, the aviator, or whatever we shall call it then, will take the place of the byke, and the school boy will think as little of putting on his wings and flying off to school, as to-day he does of mounting his byke. Probably the artist will rejoice at having found a joy for ever; but as before, will it turn out a thing of beauty, and will the world be any the happier for the event? It will be very pleasant doubtless for future ROMEOS to be able to evade the watchful CAPULETS of the day, and fly into the chamber of their JULIETS without the encumbrances of ropes and ladders. But will the world be nought the wiser or happier for the performance? That is still the mighty problem of the future.

At the Magistracy yesterday Mr. J. R. Wood sentenced a coolie to three months' imprisonment for stealing \$500 from a passenger on board the s.s. *Tak Hing*.

We regret to record the sudden death, at Hebburn, near Newcastle-on-Tyne, of Captain W. E. Duke, who was for 28 years connected with the Glen Line of steamers, trading between London and China.

The case of suspected murder reported from Taiipo last week turns out to be one of suicide. A farmer, before hanging himself to a beam, opened the door of his residence and made his home appear as if robbers had ransacked it. His dead body was discovered by a relative, and later, when his wife returned home and made a search, she found that none of her belongings had been stolen.

Alfred Hall was again placed before Mr. J. H. Kemp at the Magistracy yesterday, and Captain Trowbridge, chief of the secret service in the Philippines, appeared to apply for his surrender on charges of forging and embezzlement at Manila. As Hall was willing to return to Manila for trial, his Worship made the necessary order and Captain Trowbridge left with his charge in the afternoon.

On Monday night Detective Sergeant Appleton went to Tung Wah Lane to search a house. On his arrival he found two men walking downstairs, one of them an ex-lukong. On searching these men he found a loaded revolver in the ex-lukong's pocket, and charged him before Mr. Kemp at the Magistracy yesterday with carrying arms without a permit. His Worship imposed a fine of \$250, the alternative being three months' imprisonment.

By kind permission of Major Evans and Officers, the band of the 13th Rajputs will play the following programme of music, at the King Edward Hotel, during dinner, on Thursday the 17th December 1908, weather permitting:—March.....Hail Spirit of Liberty. Valse.....Vengali. Two Step.....Laughing Water. Serenade.....Love in a Joke. Selection.....Veronique. Valse.....Spring Song. Two Step.....Went you come? Once Bill Bailey God Save The King.

There were two weddings at the Union Church yesterday morning. Captain Warrick, of the China Navigation Company, was married to Miss Nellie Milne of Aberdeen. The bride was given away by Mr. A. Rodger, and Miss Eva and Miss Nan Rodgers attended her as bridesmaids, the best man being Mr. Kinraid. A reception was afterwards held at the residence of Mr. and Mrs. Rodger. The second marriage was that of Mr. Arthur C. Logan of Ohio, manager of the Hongkong branch of the Singer Sewing Machine Company, to Miss Margaret M. Ross, of Portland, Oregon. The bride, who was accompanied by Mrs. Bagnall of Yokohama, was given away by Dr. Wilder, American Consul. The Rev. C. H. Hickling conducted the ceremony. A reception was afterwards held at Claremont. The honeymoon is being spent at Macao.

There is on view to-day at Messrs. Hughes and Hough's auction room a collection of exquisite examples of Japanese high art, which had been gathered together by prominent members of the Art Society of Japan for display in the Art Gallery at the Grand Exhibition which was to have been held at Tokyo, but has been postponed. The collection has been brought to Hongkong for disposal and will be sold at public auction to-morrow and Friday. As the advertisement truly remarks, such an opportunity of acquiring fine specimens of Japanese high art seldom occurs, and many will doubtless take this opportunity afforded to-day of inspecting the collection, which includes beautiful silk embroideries lacquer ware, damascene work, ivory carvings and choice specimens of Japanese falcons.

The Reach All-American Baseball team is due here to-day by the *Hongkong-Marui* and will play a match on the football ground at Happy Valley on Saturday against a local team.

We note in the passenger list of the s.s. *Derfflinger*, due here on Thursday night, the name of Professor Dr. Friedland. Dr. Friedland is a professor of Philology, and father of Mr. G. Friedland, managing partner of Messrs. Melchers and Co. in Hongkong.

Owing to the limited number of experienced Chinese nobles of ability, the Prince Regent proposes to send a large number of young members of the nobility to Europe and America to pursue their studies there for a period of at least three years.

Shanghai papers contain full reports of the libel action brought by Mr. E. T. Bethell against the *N. C. Daily News*. It appears from the evidence that Mr. Bethell had required the defendants to pay him \$25,000 as damages. The Jury awarded \$3,000.

A long-distance race for horses from Tokyo to Kyoto—about 300 miles—is to be held early in February. The promoters hope to demonstrate that race-horses are stronger than military horses, in order to try to correct unfavourable comments recently made by the military authorities in Japan on race-horses.

On the 12th instant a policeman in Shek Wan writes our Canton correspondent, arrested a man in the street for infringing the State mourning regulations by shaving his head within the mourning period. The delinquent did not offer any resistance nor did he utter a word of dissatisfaction. The offender quietly accompanied the policeman, but on turning into a quiet street he pulled out a revolver and shot his captor dead. The culprit then ran away. All trace of him was lost. The man is variously described as a reformer and a pirate.

The steamer *Hanping*, which sank on the Pootung side of the river at Shanghai after having had a collision with H.M.S. *Flora* some time ago, is still lying in a submerged condition and from the present outlook it appears, says the *Shanghai Mercury*, that she will be there for some time to come. A coffer dam was built round the hatches and by this means most of her cargo of pig iron was discharged. Since then the coffer dam has sunk below the surface of the water and the ship itself has sunk in the mud to a depth of seven feet. It is believed that a coffer dam will have to be built round the entire ship before she can be finally raised.

In reference to the announcement of the appointment of Mr. Rufus Thayer as Judge of the United States Court of China, the *N. C. Daily News* understands that Judge Wilsey formally tendered his resignation on November 16th, to take effect on January 1, 1909. At the same time Mr. Arthur Bassett tendered to the Washington Government his resignation of the post of District Attorney. Coming at the present juncture, it is inevitable, remarks our contemporary, that these resignations should be open to misconstruction; "but we believe that we are right in saying that the issue between Mr. Wilsey and his Government has been of a personal nature. Certainly, neither Mr. Wilsey nor Mr. Bassett has hesitated to face any music that may have been prepared for them; and having mapped out a vigorous line of conduct from the first they deserve credit for the courage with which they have adhered to it. The birth of the United States Court for China has been accompanied by somewhat violent throes, but the good sense of the American community will be content to leave the verdict on the first years of its work to the impartial judgment of later generations of residents."

GOVERNMENT HOUSE.

The following guests will be entertained at dinner to-night at Government House by H. E. the Governor:—The Bishop of Victoria and Mrs. Lander, Sir Francis and Lady Pigott and Miss Orley, Admiral of the Fleet Sir James, Lady and Miss Erskine, Rear Admiral and Lady Cooper, the Hon. Mr. and Mrs. Badley, Captain Erskine R.N., Capt. and Mrs. Ryan, and Miss Stirling, Mr. and Mrs. Messer, Mrs. Beasley.

On Monday His Excellency entertained Mr. Scott, the senior partner of the firm of Messrs. Butterfield and Swire to luncheon. Mr. Law and Mr. Murray Stewart were also invited. Sir Alexander Rossie left on Monday for Canton and returns to Government House on Thursday morning. He leaves for Shanghai by the German mail on Friday next.

His Excellency, attended by Mr. Brackenbury, Private Secretary, and Captain Simson, A.D.C., dined on Monday night with the Commodore and Mrs. Lyon on board H.M.S. *Tamar*.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 15th at 12.05 p.m.—The barometer has fallen rapidly over E. Japan owing to the depression which is now moving Eastward to the North of Hokkaido.

Pressure has increased moderately on the N.E. coast of China and given way slightly over S. China.

Fresh monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood.	N.E. winds, fresh; fair, misty.
Formosa Channel.	Same as No. 1.
South coast of China between Hongkong and Lamook.	Same as No. 1.
South coast of China between Hongkong and Hainan.	Same as No. 1.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

MINING LEGISLATION.

LONDON, December 15th.

The Coal Mines Bill has been passed by the House of Commons.

[Presumably this refers to the bill for the restriction of the working hours of miners to eight hours a day.]

AUSTRIA AND TURKEY.

LONDON, December 15th.

Austria offers concessions to Turkey.

UNREST IN INDIA.

LONDON, December 15th.

Eight nationalist leaders have been arrested in Calcutta.

[REUTERS SERVICE.]

THE P. & O. CO.'S MEETING.

LONDON, December 13th.

Sir Thomas Sutherland at the meeting of the P. & O. Co. said, China was one of the most promising fields, and the extension of railways promises to effect immeasurable changes. In the course of next year thousands upon thousands of Chinese pigs were likely to be imported into Great Britain thanks to refrigeration.

PRESIDENT ROOSEVELT'S MESSAGE.

LONDON, December 13th.

Congressmen are incensed at a passage in President Roosevelt's Message scathingly criticising Congress for restricting the duties of the secret service police, hinting that Congress objected to the investigation of malpractices of certain legislators. The House has appointed a committee to consider what steps shall be taken to rebuke President Roosevelt, who appears eager to fight and prepared to produce a mass of material justifying his strictures.

BRITISH COLUMBIA AND JAPAN.

LONDON, December 13th.

At a mass meeting held in Vancouver a resolution was passed urging The Dominion to abrogate the treaty with Japan, and to legislate for the exclusion of Asiatics by Canada.

AUSTRIA AND TURKEY.

LONDON, December 13th.

Semi-official statements in Vienna announce that Turkey undertakes to do the utmost to end the boycott, and that Austria will negotiate with Turkey concerning her willingness to grant compensation for the annexation of Bosnia and Herzegovina.

THE UNITED STATES.

LONDON, December 13th.

The Chairman of the House of Representatives Committee on military affairs has introduced a bill providing for an emergency volunteer army of 2,000,000 men.

HANDMANN COMEDY COMPANY.

Success continues to attend the Handmann Comedy Company's season in Hongkong. Last night they presented "The Flag Lieutenant" to a large and appreciative audience, which enjoyed not only the humour but also the fine spectacular effects. The play was indeed well mounted. The finale of the second act which represents an engagement in the British camp was good and both the scenes on board were adequately portrayed. The quarter deck of the H.M.S. *Boyal Edward*, which represented the final act, was particularly fine and reflected no little credit on the management. Mr. E. S. Gough as "Dicky Lascelles," the Flag Lieutenant, and Mr. Vigors as the "Major," were entrusted with the bulk of the work, and delighted their auditors with their excellent renderings of the important and difficult parts.

LEGISLATIVE COUNCIL.

The Legislative Council will meet to-morrow afternoon for the third reading of the Bill entitled an Ordinance to empower a Magistrate to hold a small debt court in the New Territories, the committee stage on the Bill amending the Magistrates Ordinance, and the committee stage on the Tramways Ordinance.

MIXED MARRIAGES.

The correspondent of the *N. C. Daily News* at Hanchow writes:—

In connection with the death of the Emperor and the consequent mourning one or two curious incidents have occurred. The report was circulated that after a certain date nobody could get married for a year except in a very subdued manner. As every bride loves a fuss and the privilege of riding in the flowered chair, quite a number of approaching marriages were hurried up. Bridal chairs were too much in demand and some few ceremonies had to take place at night. It seems that in their anxiety to fill all engagements, the chair-bearers made mistakes, and prospective brides were delivered at the wrong house. In some cases the mistake was not discovered till several days afterwards. To us this seems a rather severe penalty to pay for the privilege of having a few fire crackers set off at the ceremony.

THE S.S. "FATSHAN" AFFAIR.

THE CASE TO BE RETRIED.

Our Canton correspondent writes:—The British Consul-General has sent a Chinese translation of the whole proceedings in this matter to Viceroy Chang and His Excellency has instructed the Superintendent of Police to have the document published in all the local papers. This is being done in instalments, as it is too long to be printed in one issue.

I mentioned in several of my previous letters that the principal instigators of the present anti-foreign movement are the members of the Self-Government Association. The prominent members of this Society held frequent meetings and discuss plans of action to keep the anti-foreign feeling going. The chief promoter of the Self-Government Association is well-known to everybody. He is one of the gentry of Ho-Nam and has identified himself with all the anti-foreign movements that have from time to time occurred in the last few years. He was the man who convened meetings on the West River patrol question, was again a prominent figure in the *Paul Beau* incident, and is now pulling the strings in the *Fatshan* affair.

The publication of the full text of the proceedings at the British Consular Court should serve to correct the misrepresentations previously published in the Chinese papers, and should close the incident. I am afraid, however, that nothing short of strong representations will stop the Self-Government Society from keeping the present agitation alive as it is their avowed intention to boycott Messrs. Butterfield and Swire.

If this Association and its champions are allowed to continue their bragging, there may be serious developments as the active members belong to the most anti-foreign element in Canton.

I understand that the Viceroy has taken steps to stop the local papers from misrepresenting the attitude of the British Consul-General. A satisfactory proclamation was issued yesterday by Viceroy Chang stopping merchants and the local papers from circulating false rumours in connection with the incident. The proclamation also states that the British Consul-General acted in a perfectly correct manner and in accordance with Treaty Regulations.

A new trial has been arranged to take place at the Portuguese Consulate, but there is no fresh evidence to be produced.

Viceroy Chang has received a petition from the Nam-Hoi Magistrate stating that the relations of the deceased have filed a statement of complaint at his yamen in this matter and begged him to communicate with the British Consul to fix a day for a fresh joint inquiry into the case and requesting the British Consul to summon all the defendant's witnesses to appear on the day of the trial.

His Excellency replied as follows:—"I have noted the contents of your petition. I have received a dispatch from the British Consul-General in connection with this matter in which he stated that the previous inquiry was only a preliminary step. Noronha being a Portuguese subject, the trial must be held at the Portuguese Consulate. The British Consul acted within the limits of his power in this matter and merely offered his assistance in this case. I have already forwarded a dispatch to the Portuguese Consul requesting him to fix a date for a joint investigation. I request you to order the relations of the deceased to lay a case before the Portuguese Consul. I further instruct you to accompany the witnesses to the Portuguese Consulate on the day of the trial and to watch the case and see that the trial is fair. I also instruct the Provincial Judge to see that all my instructions in the matter are carried out in a proper manner."

ANTHONY TROLLOPE AND HIS CIGARS.

General Sir Henry Brackenbury, in the first instalment of his "Memories," which appears in the November Blackwood, tells of visiting Anthony Trollope at Waltham Cross in 1866. Trollope was a great smoker. One wall of his library where he worked was entirely hidden by small cupboards or bins, each with a separate glass door and fitted with cigars, stacked across each other "headers and stretchers" like timber, so as to allow free circulation of air. On wet days the doors were all kept closed, in dry weather they were open. He told me that each year he got a large consignment of cigars from Havana. There was a pointed stick stuck into the wood above the door of the bin in use, and as soon as this bin was empty the stick was moved to the next bin, and the empty one was filled from the latest chest.

This, adds General Brackenbury, had gone on for years, the cigars longest in stock being always those smoked. Trollope told his visitor that he began to write at five o'clock every morning, and wrote a certain number of hours till it was time to dress for breakfast, never touching his literary work after breakfast. "I said," the General goes on, "that I envied him the gift of imagination, which enabled him to create characters. He said, 'Imagination! my dear fellow, not a bit of it; it is cobblers' wax. Seeing that I was rather puzzled, he said that the secret of success was to put a lump of cobblers' wax on your chair and sit on and write till you had succeeded. Trollope told the General that he had written for years before he got paid."

LATEST STEAMER MOVEMENTS.

The M.M. str. *Tenbin* with the French Mail of the 22nd ult., and mails from London of the 21st ult., left Singapore on the 15th inst. at 4 p.m., and may be expected to arrive here on Monday morning the 21st inst., and shall leave for Shanghai and Japan on the same afternoon. The N.Y.K. str. *Kumano Maru* (Australian Line) left Thursday Island for this port via Manila on the 10th inst., and is expected here on the 21st inst. The C.P.R. str. *Montevideo* arrived Nagasaki at 8.30 a.m. on Tuesday the 15th inst., and left again at 4 p.m. same day for Kobe where she is due to arrive at 6 a.m. on Thursday the 17th inst. The P. & O. str. *Sunda* left Singapore for this port on the 15th inst. at 6 a.m.

SPORTING NOTES.

FOOTBALL.

H.K. ASSOCIATION LEAGUE.

Under the auspices of the Hongkong Association Football League four matches were played on Saturday last. The victorious teams were the Buffs, Y.M.C.A., R.E., R.G.A. and the losers were Naval Yard, R.A.M.C., Lusitano, and Boys Own Club. The winners scored no fewer than 21 goals and the losers only managed to find the net on three occasions. Of the winners the R. G. A. had the greatest harvest, bagging no less than 11 goals, R.E.'s coming next with 5 goals.

It is somewhat unfortunate that the Hongkong F. C. committee could not see their way to enter this new League. I believe their chief reason was that the lack of grounds in Hongkong would not enable this League to become a success. Well, so far, the committee have arranged seven games which were played on two Saturday afternoons. These were completed satisfactorily, leaving one ground, that of the Hongkong Club, not utilised. On the opening day two grounds were occupied. In addition, it has to be borne in mind that there are opportunities to play off matches during the week. The committee have not found it necessary to arrange for mid-week matches yet, but, if necessary, they will do so, and the league will be finished in time to enable league teams to compete in the shield ties. All the teams are enthusiastic and have sent representatives to all the League meetings and I am told that each team has shown itself very accommodating as to the use of grounds and generally shown a desire to further the interests of the League. This sounds well for the success of this new venture in Hongkong sport.

It means more practice for each team and consequently the standard of play should improve, and that is what all footballers desire. I trust that the premier Club will enter next year. It does not seem right that their name has not been included this year, for I am sure the players individually would enjoy a League game better than a friendly.

Turning to the games which were decided on Saturday, the greatest interest was centred on the Buffs v. Naval Yard match on the Naval ground. The number of spectators was large and the Buffs came down in good numbers to support their representatives. The game was very evenly and hotly contested and produced some very fine football. The combination was good. The Buffs are not yet quite used to the turf. They have been playing on sandy grounds at Harrismith, S.A., but they showed marked improvement over the Saturday before, and will be a very hard nut to crack when they can settle down to it. The Naval Yard are improving every game and can be depended upon to put up a good game with whoever they meet. Jonghin at back is very sound, and Glover, Wilks, Coyne and Dakell are showing fine form. To criticise the Buffs individually is hardly fair till they have played another match or two.

Another interesting game was that played on the Military ground between the R.A.M.C. and Y.M.C.A. The score, 3-1, was a very fair indication of the play. The R.A.M.C. have the same fault that is noticeable in most Military and Naval teams, that is playing too long with the ball in front of goal. It is goals that win matches, not fancy play in front of the net. Barr plays a very sound game, also Haigh. The Y.M.C.A. improve every game and will not be far off leading team when the curtain falls over League football this season. They have a sound defence. McCubbin, the Captain, sets a good example to his men, by his fine exhibition of football. He is seldom passed and is, no doubt, the best back playing in the Colony this year. Wharton at centre half tackles well and feeds his forwards rather cleverly. Y.M.C.A. are still looking for a good centre forward and might do well to experiment with Kelly in that position. He can shoot and takes every opportunity offered him. The forwards will require to show more method in their work of aggression and a vast improvement in their shooting if they mean to top the League.

The match between R.E. and Lusitano ended in an easy victory for the Engineers. The game was slow. The Engineers had it all their own way and it was a good day for Morrish. He is a clever forward, his passing and dribbling being the greatest feature of the game. Lusitanos were spasmodic in their movements, there being an entire lack of cohesion, but should with a little practice give a fair account of themselves towards the end of the League Season.

The most remarkable characteristic of a remarkable game was the perseverance of the Boys Own Club who are a new team and, after all, only boys, but they do not lack pluck if their football is not the best. They are determined to improve and are getting in a good deal of practice. They were rather unfortunate to have had to meet such a strong team as the R.G.A. who are a very evenly balanced eleven, and there will be some good football when R.G.A. meet the R.E. or Buffs.

The meetings of the League Committee are, by kind permission of the Secretary of the Y.M.C.A., held in their rooms every Monday night at 6.30 p.m.

Mention should be made of the referees who have come forward with watch and whistle to supervise these games. Sapper Heigh, Gunner Marsh, and Corpl. Edwards have proved themselves very capable referees with a sound knowledge of the rules and how to apply them.

Below is the League table to date.

	P.	W.	L.	D.	F.	A.	Pts.
R.E.	2	1	0	1	6	2	3
Y.M.C.A.	2	1	0	1	5	3	3
Buffs	2	1	0	1	3	3	3
R.G.A.	1	1	0	0	11	0	2
R.A.M.C.	2	1	1	0	2	3	2
Naval Yard	2	0	1	1	3	4	1
Lusitano	2	0	2	0	1	6	0
B.O.C.	1	0	1	0	0	11	0

The following games have been arranged for Saturday next:

Naval Yard v. Lusitano, Causeway Bay. Re. ferre, Sergt. Walsh. 2.30.
Y.M.C.A. v. Boys Own Club, Causeway Bay. Referee, Gunner Marsh. 4 p.m.
R.E. v. R. A. M. C. Military ground. Referee, Corpl. Edwards. 2.30 p.m.
Buffs v. R.G.A. Military ground, Referee, Sapper Heigh. 4 p.m.

The League engagements next Saturday are only likely to produce one really good game viz. Buffs v. R.G.A. I am rather inclined to fancy the Buffs for a narrow win.

NAVAL LEAGUE.

In a league match on Saturday last H.M.S. Bedford met H.M.S. Astraea at Happy Valley. The game was fast and exciting throughout and good combination was shown. The Bedford should have won by a bigger margin than 1-0, but their forwards will not bang at goal when the opportunity occurs. They would rather try fancy tricks and so were easily robbed. Both the Bedford backs were good, as were the Astraea's. Forward, I think, the Bedford showed better combination. I hope to publish a League table to show how the ships are faring next week.

OTHER MATCHES.

The Hongkong Club played a friendly match with H.M.S. Kent and were beaten by 2-1, although they deserved a draw. The Club's backs were sound and the Kent's forwards clever.

REFEREE.

CRICKET.

Last Saturday's cricket produced at least one big surprise and several good matches. In the League competitions the Telegraphs, who were beaten a few Saturdays ago by the Police Team, inflicted a humiliating defeat on the Civil Service, who up to Saturday had not suffered a loss. Such are the glorious uncertainties of the game! Poole and Shields were responsible for the fall of the wickets, the former being almost unplayable. Telegraphs went in first and put on 72, Bird securing 7 wickets for 35 runs, and Mitchell 3 for 3, Brett and Reed being tried without any resulting fall of wickets. Day scored 32, six others got "duck's eggs," Beattie being the only one with Day to reach double figures. Civil Service went in very confidently but their opponents secured six "duck's eggs." Sutherland and Reed were the only bats to reach double figures, their scores reading 24 and 18 respectively. The total was 55.

The other League match, Artillery v. Police, resulted in a win for the R.G.A. by 109 to 76, but as both teams are below the par line the results do not have much bearing on the competition.

On the Club ground R. Hancock and Pearce gave another fine exhibition of batting. Their partnerships this season have been very successful, averaging at a rough estimate about 150 per innings. The Hongkong team is a stronger side this season than it has been for some time, and it would be interesting to see a match played between the Club and the team who represented the Colony in the last inter-port match at Shanghai. Of course it could not be complete, owing to Sharpe and Barton being away, but two players of equal strength could be substituted.

On the Kowloon ground the match between Kowloon and Hongkong was interesting inasmuch as it brought to light a trundler of merit who has not shown up previously. Lieut. Lipmann, playing for Kowloon, secured 6 wickets for 28, his average reading at one time 6 for 13. He bowls a medium pace ball, with a good length breaking in occasionally from the off. Martin was again unsuccessful. Dixon going on later got two wickets for no runs. Kowloon won comfortably, mainly through Haughton's fine score of 52, giving only one chance while in the forties to Fowler, who is usually a safe catch.

Next Saturday's match should provide some close finishes. Telegraphs meet Kowloon. On form Kowloon should win. They are quite as strong a bowling side as the Telegraphs and have slightly the better batting side.

The Engineers meet Hongkong "B" at the Valley and should win, as the R.E.'s are quite a hard team to beat, especially at the Valley where tricky wickets are not conducive to big scoring.

Civil Service play Hongkong "A" on the Hongkong ground and as they are running neck and neck for second place it should be a good match for that reason alone. It should also prove what material the Club teams are made of. Civil Service are undoubtedly the strongest bowling side in the League and if the Club team scores heavily against them it will prove that the two Club teams are invincible as far as League cricket is concerned, an opinion that has been brought home to the League trundlers since the Club have taken seriously to League Cricket.

UMPIRE.

How to be beautiful—Keep your complexion, Mrs. Ellen's Crème Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

THE TRADE OF THE PHILIPPINES.

ALMOST RECORD YEAR.

The report of Mr. Geo. E. Colton, Collector of Customs of the Philippine Islands, for the fiscal year ending June 30th last was recently issued. It shows a total value of foreign trade of nearly \$64,000,000, the largest year, with one exception (1903) since the American occupation, and divided between imports and exports about evenly, with a balance of trade in favour of the Islands of \$2,000,000. The rice importations of nearly \$6,000,000 continue to excite remarks. Of course, if the Filipinos would raise their own rice this money would be kept at home. It seems incredible that over \$250,000 during the year was sent out of the country for fresh eggs although the chicken certainly thrives in the Islands for cock-fighting uses. Hemp is the major product. While the exports were increased to 114,000 tons, the income was but something over \$17,000,000, a reduction, in receipts from this source of \$3,000,000 over 1907. Hemp ranged per ton from \$140 down to \$72. This is in marked contrast with the average price during the last ten years of \$158.84. The highest price was \$184 per ton in January 1906. Hemp is the main hope of these islands, and there is no cause for discouragement.

Sugar, the second product in importance, showed exports of 150,000 tons valued at \$5,600,000, an increase of \$1,000 tons over 1907. The average exports since 1898 have been 90,000 tons, although in 1902 and 1903 250,000 tons were exported. The average exports from the Philippine Islands for ten years have been less than 3½ per cent. of the foreign sugar consumed in the United States, which makes the fears of the best sugar growers of that country absurd.

Copra (dried coconut meat) was exported to the value of \$5,550,000, a considerable increase, although the price was off. Coconut oil is being made now in Manila, and in 1908 the exports were 709,000 gallons, valued at \$263,000. Tobacco exports showed a falling off of \$415,000, but the exports for the year were \$2,715,000.

The Customs Bureau collected \$3,313,000 which goes a long way toward supporting the Insular Government. The high tariff is certainly a success as a revenue producer. The Islands have stopped the legal importation of opium and the loss for the year in receipts, basing the calculations on the collections from that drug during the last five years, was \$236,698.40; in other words, the average annual receipts from opium during the years of 1903-1907 inclusive were the handsome sum of \$328,864.40, whereas the collections for 1908 (all prior to March 1st at which date importations were absolutely forbidden) amounted to but \$92,126. The officials of the islands certainly deserve credit for their skill in adjusting the finances to meet this large shortage.

Coming to imports, which total about \$31,000,000 (exclusive of supplies for the Government, military and naval forces, etc.), \$8,000,000 were spent for cotton goods; nearly \$6,000,000 for rice as mentioned; \$2,165,000 for manufactures of iron and steel; \$1,520,000 for provisions; and \$1,055,000 for cattle. For flour imports the Islanders spent \$1,045,000; and for illuminating oil \$806,000. The United Kingdom supplied over half of the cotton goods and the report speaks of "the prestige in the local market of British cotton textiles" also "the particular attention devoted by British manufacturers in this as well as other lines to the production of qualities of goods best adapted to the requirements." It is of interest to note that Spain sent \$593,000 worth of cotton textiles, a falling off of 28 per cent. from that of 1907. Spain must decrease in her dealings with the Islands. A greater demand for high grade knitted goods resulted in increased receipts from Germany. German cotton goods totalled for the year \$502,000, an increase over 1907 of \$39,000. Cheaper goods from Japan have impaired the British East Indian cotton trade. Germany leads the importations of sewing machines valued at \$99,000 against \$31,000 from the United States. Australia sent practically all of the fresh beef, and two-thirds of the fresh pork; the best came from the United States. China produced most of the jam. Australia sent four times as much butter as Denmark. The condensed milk business ran up to \$350,000 in value, of which the United Kingdom got twice as much as America and Switzerland half as much as America. The growth in imports of 193 head of cattle in 1899 to 45,000 head in 1908 valued at \$1,055,000 calls for no remark.

Australia sent 133,200 barrels of flour and the United States sent 10,000 fewer barrels in 1908. The showing is more favourable to America than in 1907 and American dealers think now they can hold the trade. The United Kingdom sent \$70,600 worth of whiskey, American whiskey second, being a very few thousand dollars less. Malt liquors are more and more manufactured locally.

A CURE FOR INSOMNIA.

The following is from the New York Press:—The patient complained of insomnia. "You must get an alarm clock at once," said the physician. The patient started, "I mean it. What time do you wake usually in the night?" "Two o'clock lately." "Set the alarm for fifteen minutes before two." As soon as it strikes, get up, dress for the day and take a walk of not less than two miles. Do not go to bed again that day under any circumstances, nor take a nap, even sitting in your chair. The next night set the alarm at a quarter past two. You will sleep until it wakes you. Get up, as before, and take another two mile walk. The third night you can venture to set your alarm clock at three. Repeat the walk. If you are not cured by that time you will be a more difficult case than any I had here before, but if the habit of lying awake is not broken, begin back at 2 o'clock again and repeat. Another sure cure for insomnia is sitting up with the sick. Just bind yourself to sit up all night with some good, strong invalid, and if you are not permanently healed of insomnia before morning you may come back here and I will not charge you anything for another prescription."

THE POLICY OF SILENCE.

Count Okuma gave expression to a characteristic growl a day or two ago. He said, in relation to the new agreement, that he always received the first news of anything happening in Tokyo from London or Washington. Certainly the State ignorance in Tokyo was in remarkable contrast to public opinion in Washington, London, Paris, Berlin and St. Petersburg. At these capitals the agreement was discussed as a thing signed, sealed, and delivered. Here the papers assumed that something had taken place and the *Mainichi Shimbun* was the first out with the alleged five clauses, telegraph-

REVIEW.

Young China. By the Ven. Archdeacon Moulle. London: Hodder and Stoughton.

We know of no publication which conveys so much interesting information on child life in China as this charming little volume by Archdeacon Moulle. The book is written in a simple and engaging style and should command a large sale at this time of the year as a Christmas present for boys or girls. The chapters are interspersed with illustrations reproduced from original drawings by a gifted Chinese artist. We are indebted to Messrs. Kelly & Walsh for a copy of the book.

The Far East Revisited. By A. GORDON ANGIER. London: Witherby.

The author is the Editor of the *London and China Express*, and this book of 350 odd pages contains the series of letters written by Mr. Angier on his recent visit to the Far East which were published in his journal during 1907 and 1908. They deal with Malaya, China, Korea and Japan, and they are unhesitatingly recommended by Sir Robert Hart in a brief preface to all who are interested in the affairs of the Far East. We can certainly confirm Sir Robert Hart when he says that Mr. Angier describes places and communities in a graphic manner, and deals with occurrences intelligently and fairly. Sir Robert also adds that Mr. Angier "had the advantage of revisiting the East when the new forces let loose by this century were and are arranging themselves in logical continuity for further evolution and what he has said of the condition and doings brought to his notice is well worth the attention both of students and practical men, and will also be found informing and interesting by the general reader." The book is indeed a storehouse of information on Eastern affairs, and, without necessarily endorsing all that the author has to say, we welcome the republication of Mr. Angier's letters in this convenient and more permanent form. Between thirty and forty half-tone illustrations are interspersed throughout the book, but the view of Hongkong must surely be the worst that could be found in any photographer's collection: it would pass very well for an illustration of a banyan tree.

Dan to Beersheba. By ARCHIBALD COLQUHOUN. London: Heinemann.

Few books of the kind excel in interest this volume which recounts the travels and work of Mr. Archibald Colquhoun in four continents. It is a book which holds the reader's attention from the first page to the last. Starting with a brief and interesting reference to his ancestry, the author rapidly brings the story down to his own boyhood. He writes of the Spartan discipline exacted by his father and remarks that such relations as he established with his children in early years would be considered almost inhuman now. Incidentally it explains the prominence of Scotsmen in British colonial enterprise, for, as the author says, Scotland, which had no provision for her sons beyond a good education, has thrown them out by scores upon a world in which they have carved their way to success. "We Scotsmen" he adds "owe something to our inhospitable Motherland and our frugal homes."

The author's father went out to India in 1825 in the medical service of the East India Company and after he had been seven years in the East married an Orphan daughter of a Scottish indigo merchant. He went through the first Afghan campaign and also through the Sikh war, but at the age of forty, he was obliged by ill-health to resign after nineteen years' service, and return home. The author was born in a violent storm when the ship was off the Cape of Good Hope.

As a boy he had "more than the average amount of obstinacy," and the stories of his boyhood are not the least interesting part of the book. "As for my school life," Mr. Colquhoun says, "I can only recollect that I learnt nothing at all either at the Glasgow Academy or at the Helensburgh School," and he supposes that it was his appalling ignorance and apathy which induced his father to send him to Newburg on the Rhine, the school of the Moravian Fathers. While there he was "on the defensive all the time" and his career at Newburg might have developed, as at previous schools, into an absolute struggle against being taught anything, but for the intervention of a man who had the precious gift of insight, and spoke to him as "man to man" on one occasion when he was to have received a well-merited punishment. To that professor's insight the author attributes the fact that he became quite proficient in the German language and got a very sound education generally of the commercial sort. His father had intended that he should have a commercial career but the tales of adventures in India, to which he had constantly listened (and many of which are related in this volume), made life in Scotland "too tame for words." Eventually he was shipped to India as a black sheep, and did not return to Scotland for twelve years in which time he had carved out a career of promise for himself and was on the full tide of prosperity.

This carries us through the first hundred pages of the volume, but interesting as the genealogical and autobiographical details are, the thrilling stories of the Indian campaigns and amusing anecdotes which are interspersed add greatly to the interest of the record.

In the 250 pages which follow the author recounts his experiences in Burma, Siam, his exploration in Southern China, with a view to finding a route to Yunnan, his mission to Tongking as a representative of the Times (a chapter which covers a record of the war), his work as a deputy commissioner in Upper Burma, his subsequent career in South Africa, a visit to the United States, and finally a visit to Central America.

Altogether this record of an eventful life makes a supremely interesting book, and we have much pleasure in commending it to public notice.

Mrs. FitzMaurice on Leave. By GABRIELLE FITZMAURICE. London: Greening and Co.

Gabrielle FitzMaurice is a pseudonym which hides the identity of a lady who not long ago was a resident of Hongkong. Local readers will be familiar with the style of the authoress of these cleverly written and piquant sketches which recount the experiences of the wife of an Army officer at home on a holiday. We do not think we are revealing a very close secret when we say that Gabrielle FitzMaurice is the pseudonym employed by Mrs. Bryan, wife of Major Bryan, R.A., who was stationed in Hongkong a few years ago. "Mrs. FitzMaurice on Leave" is just the book to beguile the idle half hour.

The Courtship of Sybil. By L. T. MEADE. London: John Long.

This is an interesting story of a young lady and her wooers. When the high-spirited and beautiful Sybil is strangely made mistress of a house of mystery, and surrounded by enemies and spies with whom she is always measuring swords, the reader passes from chapter to chapter in expectation of coming tragedy. But nothing happens beyond a marriage. The man who loves rescues her from the house of dread and bears her away to the altar.

Whirlwind's Year. by NAT GOULD. London: John Long.

Mr. Gould's latest work is as interesting as any of his previous productions. Another graphic description is given of man as he is when cloaked in goodness or steeped in villainy, of beautiful women and fast horses. Those who appreciate reading of the "sport of kings" will get their heart's desire by a perusal of "Whirlwind's Year."

The Quicksands of Life. J. H. EDGE, K.C. Milne's Colonial Series.

This book is not one of those feverishly exciting stories its title might imply, but is rather a lengthy and verbose account of very ordinary vicissitudes which may happen in the most common-place existence. There does not seem to be any fixed plot, but events occur occasionally to brighten the reading, for although the story mainly concerns Irish life, yet not one thread of humour creeps in. A stolid style is maintained throughout. A theme of some interest is woven round a young girl's school days and the mystery of her birth, but the love story of her guardian and a charming governess must remain the chief attraction and redeeming feature.

JAPAN.

(FROM OUR CORRESPONDENT.)

TOKYO, Dec. 3.

THE UNDERSTANDING.

The first foreign engagement the United States have ever entered into is looked upon in Japan as quite on a par with the Anglo-Japanese Alliance. Various causes of origin are given by Tokyo papers of Japan's latest agreement, one authority stating that the idea originated when Secretary Taft was here three years ago. It is generally admitted that the visit of the Fleet had a lot to do in bringing the idea to a head, while the official explanation is that it is simply a crystallisation of the opinion that has long been held by the two governments and people—the much-talked-of unwritten alliance given a concrete form.

THE POWER IN THE EAST.

When the Anglo-Japanese Alliance was renewed a few years ago, continental opinion was very much opposed to British policy in this direction, but the last two years have witnessed a remarkable volte face, if it may be so described. The dominating position of Japan in the Far East has become generally recognised and also the perilous position of China, the object of all the Powers' interest. Hence the change of sentiment, bringing with it Franco-Japanese and Russo-Japanese agreements. China is now valued in by four compacts between five great nations who undertake to preserve her integrity and maintain the principle of equal opportunity within her borders. Surely the fear of war is now removed! The understanding with America seems to be of particular value in this respect, for each nation promises to respect the territorial possessions belonging to the other in the region of the Pacific, and by this agreement one of the principal causes that have influenced anti-Japanese writings in America is removed. The belief in the natural hostility of Japan and America was very strong among foreigners even at the time of the visit of the fleet, and nothing short of the written word will remove it. The understanding shows, as forcibly as anything can show, that Japan has no hostile designs against the Philippines or any other American territory, and with that the most sceptical must be content. The widespread suspicion entertained against Japanese policy is reflected in the recent tone of some of the leading articles in Tokyo papers on the understanding, but at least it should be comforting to these writers that it is greater evidence of a country's influence to be suspected than to be entirely ignored. Japan is the centre of a group of agreements that simply show how much she is respected by the great Powers of the world.

THE POLICY OF SILENCE.

Count Okuma gave expression to a characteristic growl a day or two ago. He said, in relation to the new agreement, that he always received the first news of anything happening in Tokyo from London or Washington. Certainly the State ignorance in Tokyo was in remarkable contrast to public opinion in Washington, London, Paris, Berlin and St. Petersburg. At these capitals the agreement was discussed as a thing signed, sealed, and delivered. Here the papers assumed that something had taken place and the *Mainichi Shimbun* was the first out with the alleged five clauses, telegraph-

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THE AUTO-PIANO

GIVES THE ABILITY TO PLAY
ANY MUSIC WRITTEN.

ORDINARY PIANOS EXCHANGED.

TALKING
MACHINES

PROVIDE ENDLESS AMUSEMENT.

A DANCE PROGRAMME

THE BEST SINGERS.

THE FINEST BANDS.

ROBINSON PIANO
CO., LTD.

[36]

ed from San Francisco. But perhaps because of the place of origin of the telegram the news was not believed, although it was quite correct.

DIPLOMATIC HUMBUG.

The Japanese Government in recent years has paid severely for its contemptuous treatment of the people when anything of great national importance is being negotiated. Contrary to their rights as a constitutional people, the Japanese people have nothing to do with government and know nothing of what is going on. If they try to find out, they meet with a very discouraging reception. Officialdom in Tokyo will go to absurd lengths to keep the public in the dark, not because the matter in hand requires to be kept secret, but from a routine habit and contempt for the people as the people. Had anybody tried a few days ago to get information about the agreement his first course would have been a visit to the Foreign Office. We will assume he is a journalist instructed to verify certain reports. He sends up his card, say, to an official of his acquaintance, thinking he will have the same frank reception as when he met this official at some social function. Shown into a large, well furnished room by a uniformed attendant the visitor waits half an hour with exemplary patience and at last is greeted, not by his friend, but by an individual who bears the stamp of a minor official. Indeed, this gentleman admits with disconcerting pleasantness that he knows nothing. It is no use talking to him, for his very appearance suggests an absolute divorce from knowledge, while his smart get up and well brushed hair shows it to be his business to receive persons of an inquiring frame of mind. His politeness is painful; his anxiety that you find the right way out after a fruitless interview the last straw. The visitor crawls away thinking that after all diplomacy is a great thing. But the ordinary man would like to know what is the necessity of such reticence in such an agreement, or if a certain degree of reticence is necessary why cannot the public be so informed? If absolute silence is desirable, let them say so, and no sensible man would inquire further. But the attitude assumed by officialdom of knowing nothing—it is childish and should be struck out of the canons of diplomatic practice.

BISHOP AWDRY.

Reuter's message that Bishop Awdry, of the South Tokyo diocese, would not return to the East, on the advice of his doctor, covers a very sad case. The Bishop is suffering from cancer, in the stomach, contracted only a few years ago, and the medical opinion is that the invalid has not many years to live. It is understood that while the disease is not painful and may not seriously interfere with "the Bishop's work, the climate of Japan is unsuitable, and he will therefore remain in England.

THE RACE CLUBS.

The season for the autumn races is now at hand and during the next fortnight six clubs, four having courses in the Tokyo district, will hold meetings for three days. In consequence of the abolition of all forms of betting the clubs are to be financially assisted by the Government, the latter's object of course being the improvement of the breed of horses. Four of the clubs receive 25,000 yen each per meeting, and the others a lesser amount, but it need hardly be said that these subsidies are insufficient, unless the meetings are well supported by the public, to enable the clubs to make a profit. They are commercial institutions, and not as the Government would have them, established primarily for the purpose of improving the breed of horses. In connection with this, the president of one of the companies ridicules the gift of 25,000 yen to enable a first-class company to hold a meeting. He says the average expenses of these meetings is 120,000 yen and considers racing, without the incentive of the pari mutual, doomed. That is probably the case, for few people will be found to pay the sum of five yen downwards to look at a few horses running. Everybody knows that some horse will come in first, but the privilege of backing one's fancy gives all the pleasure and excitement of the course. The future is not bright for those who have invested some 10,000,000 yen in race clubs. The stock of these companies is now not worth a tenth of that sum.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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Telegraphic Address: PAGES CODES: A.B.C. 5th Ed-Lit-ber's.

P.O. Box, 35. Telephone No. 12.

NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS Requiring Accommodation at the RACE COURSE are requested to apply to the undersigned.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 16th December, 1906. [1667]

ACKNOWLEDGEMENT.

THE Committee of the Society of ST. VINCENT DE PAUL beg to tender their heartfelt Thanks on behalf of the poor under their care, for the liberal support received from H.E. THE GOVERNOR and the General Public at their Annual Bazaar, which, they are pleased to state, has realized a net amount of \$2,300.

They also Thank the Ladies and Gentlemen who kindly assisted at the Various Stalls and the Officers of the 13th Rajputs for their excellent Band.

Hongkong, 16th December, 1906. [1668]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG" having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 p.m. the 17th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 15th December, 1906. [16]

FROM EUROPE.

THE H.A.L. Steamship

"BARCELONA" Capt. Porzelius, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m. Any Cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and returned at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 22nd inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 5 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 15th December, 1906. [1669]

NORDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR" having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 19th Dec., will be subject to rent.

All broken chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th Dec., at 9.30 a.m.

All claims must reach us before the 23rd Dec., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 15th December, 1906. [5]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 888G. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. 1445.

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.

Hongkong, 6th March, 1907. 42.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.

CARLOWITZ & Co. Agents.

Hongkong, 13th March, 1907. 535.

ENTERTAINMENT

THEATRE ROYAL CITY HALL.

MAURICE E. BANDMANN PRESENTS THE BANDMANN COMEDY CO.

Including: Miss FLORENCE HAMER.

TO-NIGHT (WEDNESDAY), Dec. 16th.

"MRS. DOT."

TO-MORROW (THURSDAY), Dec. 17th.

A ROYAL DIVORCE.

FRIDAY, Dec. 18th.

Mrs. WIGGS OF THE CABBAGE PATCH.

SATURDAY, Dec. 19th.

ZAZA.

MONDAY, Dec. 21st.

THE SCARLET PIMPERNEL.

TUESDAY, Dec. 22nd.

JACK STRAW.

WEDNESDAY, Dec. 23rd.

DIANA OF DOBSON'S.

THURSDAY, Dec. 24th.

THE GAY LORD QUEX.

Plan of Seats Now Ready at MOUTRIE & Co.

PRICES ... 8s, 2 & 1.

Doors Open 8.30 P.M. Commence 9 P.M.

Late Trams will leave for the Peak 15 minutes after the performance.

Hongkong, 10th December, 1906. [1653]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, On MONDAY and TUESDAY, the 21st and 22nd December, 1906, at 10 A.M., at H.M. NAVAL ESTABLISHMENTS, SUNDRY OLD AND SURPLUS NAVAL AND VICTUALLING STORES.

Comprising—
OLD AND SURPLUS NAVAL STORES: IRON BLOCKS, IRON LAMPS and LANTERNS, TOOLS, OLD IRON and METAL, ELECTRIC CABLES, OLD BOILER, STEAM HAMMER, COAL SACKS, CANVAS BAGS, OLD INDIA RUBBER, OLD LEATHERS, CARPETS, MATTINGS, OLD BOATS, FURNITURE, &c., &c., &c.

OLD AND SURPLUS VICTUALLING STORES:—PROVISIONS, Seamen's CLOTHING, BLANKETS, Officers' Mess TRAPS, (A Quantity of ELECTRO-PLATED ARTICLES), IMPLEMENTS, Seamen's MESS UTENSILS, OAK STAVES, &c., &c.

Catalogues will be issued.

TERMS OF SALE:—As Customary.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 8th December, 1906. [1650]

PUBLIC AUCTION.

IN THE SUPREME COURT OF HONGKONG: ORIGINAL JURISDICTION. Action No. 21 of 1906.

PARTICULARS AND CONDITIONS OF SALE OF THE

Undermentioned Share and Interest in LEASEHOLD-LAND PROPERTY

To be Sold

In One Lot

by

PUBLIC AUCTION,

On TUESDAY,

the 22nd day of December, 1906, at 12 o'clock

Noon, by Mr. GEO. P. LAMBERT,

at his Sales Room, Duddell Street.

UNDER the direction of ARATHOON

SETH, Esquire, I.B.O., the Registrar

of the Supreme Court of Hongkong, pursuant

to an Order of the said Court made in the above

Action on the 17th day of November, 1906.

THE FOLLOWING ARE THE PARTICULARS:—

The one equal undivided SIXTH SHARE and

interest of YU HONG otherwise YU LOK No. 4

and in all the Piece or Parcel of Land registered

in the Land Office as Section "D" of Marine

Lot No. 81, which has been carved for the

matter of Mortgages into Two Sections namely

the Subsection 1 of Section "D" of Marine

Lot No. 81, together with the Messuages or

Tenements thereon known as Nos. 324, 326 and

328, Des Vaux Road, West, and No. 2 Sung

Hing Lane and the Remaining Portion of

Section "D" of Marine Lot No. 81,

together with the Messuages and Tenements

thereon known as Nos. 4, 6, 8, 10, 12, 16 and 18,

Sung Hing Lane.

The said premises are held for the residue

of the term of 999 years from the 12th day of

December, 1845, granted by a Crown Lease

dated the 12th day of July, 1857, subject to

the payment of the Crown Rent and to the

performance of the covenants in the said

Crown Lease reserved and contained. As to

the Remaining Portion of Section "D" of

Marine Lot No. 81, the said premises are held

subject to an Indenture of Mortgage

registered in the Land Office by Memorial

No. 41133 and to the principal sum of \$22,000,

and interest thereon.

For further particulars and conditions of

Sale apply to

Messrs. D'ALMADA & SMITH,

Solicitors for the Vendor,

or

Mr. GEO. P. LAMBERT,

Auctioneer.

Hongkong, 8th December, 1906. [1651]

GRACA & CO.

(Established 1895.)

No. 27, Des Vaux Road, opposite the P. & O.'s

Office.

Dealers in Rare Asiatic and Foreign Postage

Stamps, and all Other Philatelic Goods.

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XMAS and NEW YEAR CARDS

in Packets of 15 for 40 cents. Also Selected

Varieties at Cheapest Rate.

Inspection invited.

[1373]

INTIMATIONS

GRAND EXHIBITION

OF OIL-PAINTINGS,

(By Celebrated French Artists)

To be held at the

CITY HALL (St. Andrew's)

on the 18th and 19th DECEMBER, 1906.

Admission ... 50 Cents.

Proceeds to be divided between the Hongkong

Benevolent Society and The

Tung Wah Hospital.

Hongkong, 12th December, 1906. [1656]

FRENCH LESSONS.

FRENCH TAUGHT entirely by Con-

versation and without translation by a

Frenchman (a Teacher in Government Schools)

and ENGLISH LESSONS by an English

Lady.

Apply by letter to— B. B.

Care of "Daily Press" Office.

Hongkong, 13th November, 1906. [1371]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN

SYSTEM of DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. 1251

SIEN TING

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No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. 1327

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OF LATEST AND UP-TO-DATE STYLE.

Inspection cordially invited.

A TACK & CO.

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Hongkong, 27th November, 1906. [81]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS

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FABER BILLYARD SETS, SLATE BEDS, from

\$40.00. May be seen by appointment.

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Hongkong, 28th November, 1906. [1050]

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SHAWLS, WOOLLEN & SILK SCARVES,

FEATHER BOAS, LACE STOCKINGS,

(ASSORTED COLOURS), FANCY CO-

LOURED SPANGLED TRIMMINGS.

Call and inspect before buying elsewhere.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central.

Hongkong, 8th December, 1906. [651]

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TO LET.

OFFICES and ROOMS on the 1st and

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Central (formerly occupied by Messrs.

SHEWAN TOMES & Co.)

Apply to—

THE COMPAGNIE DEPARTEMENT,

E. D. SASSOON & CO.,

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Hongkong, 10th June, 1906. 947

TO LET.

TO LET.

ROOMS in HOTEL MANAIONS, suitable for

Offices or Chambers.

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HENRY HUMPHREYS,

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Hongkong, 11th November, 1906. 1550

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FURNISHED. THE BLUFF, No. 107,

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TO LET.

TO LET.

GODOWN, No. 54, DUDDELL STREET.

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THE HONGKONG LAND INVEST-

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Hongkong, 1st December, 1906. [823]

TO LET.

TO LET.

GODOWN in Wanchai 100 by 5

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO., Agents.
Hongkong, 5th September, 1908. 114

NATIONAL GENERAL INSURANCE COMPANY, LTD., OF LONDON.

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REUTER, BROCKELMANN & Co., Agents.
Hongkong, 14th November, 1908. 1566

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co., Agents.
Hongkong, 13th August 1906. 28

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907
£18,114,624.

I. Authorised Capital, £3,000,000
Subscribed Capital, 2,750,000
Paid-up Capital, 687,500
II. Fire Funds, 3,065,374

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.
Hongkong, 21st July, 1908. 1019

DAVID CORSAE & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNOLD, KARBURG & CO.
Sole Agents.
994
COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.
C. K. HAYDON, Manager.
Hongkong 1st April, 1908. 43

NOTICES TO CONSIGNEES

FROM NEW YORK

THE H.A.L. Steamship

ARAGONIA
Captain Meyer, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY. Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
H. K. HAYDON, Office.
Hongkong, 10th December, 1908. (1654)

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA."
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 21st inst., or they will not be recognised.

All Claims will be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3.30 A.M.

No Fire Insurance has been effected.
CARLOWITZ & Co., Agents.
Hongkong, 10th December, 1908. (4)

"GLEN" LINE OF STEAMERS.
FROM MIDDLESBRO ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENHORN."
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 21st Dec., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 21st Dec., at 11 A.M.

No claims will be recognised if not presented within 14 days of the ship's arrival.
MCGREGOR BROS. & CO., Agents.
Hongkong, 14th December, 1908. (1661)

NOTICES TO CONSIGNEES

THE OCEAN STEAMSHIP CO. LIMITED,

AND
THE CHINA MUTUAL STEAM NAV. CO. LTD.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo on **THE OCEAN STEAMSHIP** and **THE CHINA MUTUAL STEAM NAVIGATION CO.'S** Steamers are hereby notified that on and after 1st JANUARY, 1909, all Cargo on these Steamers will be landed into **HOLT'S WHARF, KOWLOON**, which will be open from that date to Receive and Store Cargo.

For Storage Rates and other particulars, Apply to

BUTTERFIELD & SWIRE, AGENTS.

THE OCEAN STEAMSHIP CO. LIMITED,

THE CHINA MUTUAL STEAM NAVIGATION CO., LTD.

HOLT'S WHARF.
Hongkong, 15th December, 1908. (1664)

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DELTA"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby notified that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. "India."
From Australia, &c., ex s.s. "China."
From Calcutta, &c., ex s.s. "Baradina."
From Persian Gulf ex B. I. S. N. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 17th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 11th December, 1908. (1)

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship
"KAWACHI MARU"
having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by 18th Dec., will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Hongkong, 11th December, 1908. (1659)

"PEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI,"
FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **GIBB, LIVINGSTON & Co., Agents.**
Hongkong, 14th December, 1908. (1660)

KEATING'S

LOZENGES

CURE THE WORST COUGH

SOLD IN BOTTLES EVERYWHERE.

SCIENTIFIC MISCELLANY.

WARM BATH STIMULATION OF PLANTS—AUTOMATIC GATES FOR DRAINAGE—SAFE TELEPHONING UNDER POWER WIRES—SCIENCE IN AN OLD NOTION—THE GASTRIC PROBLEM—ANTI-CANCER INOCULATION—SKIN DISEASE FROM WORK—IRON WITHOUT BLAST.

The warm bath is a new forcing process by which German florists and horticulturists are seeking flowers and fruits at unnatural seasons. As described by Hans Molisch, it consists in soaking out branches or rooted plants in water at 68 deg. to more than 100 deg. Fahr. for nine to twelve hours, and then cultivating in the usual way. The method seems to be especially suitable to the lilac, lilac, dogwood, gooseberry, black alder, larch, horse chestnut, willow, and other trees and shrubs. The top of a rooted lilac was immersed twelve hours at 88 deg. to 98 deg. then placed in a moderately warm forcing house, and in forty days was in full leaf and flower while in the same house the buds of a lilac that had not had the warm bath were just beginning to open. Other results have been even more striking. The applications vary in temperature for different plants, while some plants are best treated just after the leaves fall in autumn and others a little later, but the warm bath near the end of the winter rest may even retard growth.

An automatic gate is being tested on a Swiss electric road. As a car approaches the grade crossing, the trolley bow makes contact with a wire running parallel to the main trolley line, and thus energizes a motor; that in twenty seconds, lowers a gate across the highway on each side of the railroad, and at the same time an electric bell rung and two lamps are lighted. A counterweight raises the gates after the car has passed.

A German portable telephone is mounted in a rain-proof case, provided with a folding tripod of light steel tubes, which make ground connection, while a conductor in a long ash pole in six sections is used to make connection with the overhead wire. Safety is ensured even when the line poles carry 10,000-volt wires.

The popular idea that the burning of sugar has an important effect in disinfecting sick rooms has been shown by Prof. Trilbert, of the Pasteur Institute at Paris, to have a scientific basis, although physicians have hitherto regarded the practice as a perfectly useless but harmless superstition. He has demonstrated that a product of the combustion is formic acetylene-hydrogen, one of the most powerful of gaseous antiseptics. He burned about 80 grains of sugar in a bell-glass holding ten quarts, and bacilli of typhus, tuberculosis, cholera, smallpox, etc., exposed in open tubes in the vapor produced were all dead within half an hour. In a closed vessel the offensive odor of rotten eggs or putrid meat was immediately destroyed by burning a little sugar.

The incandescent gas mantle has been a great puzzle to physicists. In the experiments of fifteen or twenty years ago, it appeared that pure thorium would give only one candle-power of light, per cubic foot of gas, but that the presence of one per cent of ceria increased this to 20 or 25 candle-power, while with ten per cent of ceria in the mantle only three candle-power would be realized. Numerous theories have been suggested to account for these strange facts. The truth has become known at least states Prof. Vivian B. Lewis, and the explanation is that ceria has an enormous power of heat-radiation and thorium very little, and if ceria is raised to the proper temperature of 1500 deg. or 1600 deg. C. the maximum lighting effect is obtained. This temperature cannot be reached if the ceria is much over one per cent.

Vaccination with a serum is pronounced by Dr. Doyen, a French experimenter, to be the only means yet available for preventing cancer. An anti-infectious condition is established by progressive inoculations with the toxins and dead cells of the cancer organism (*Micrococcus neoformans*) and this stimulates the phagocytes, or white blood corpuscles, to resist and absorb the live cells of malignant tissue. Cures are claimed in cases really considered desperate.

Occupation dermatitis, or skin inflammation attending certain kinds of work, has been investigated at the Royal Infirmary, Edinburgh, by Dr. F. Gardiner, and in the eighteen months ending with June, 1908, not less than 102 cases in males came under observation and 35 in females. The affection seems to be most common in early life and in warm weather. Laborers, miners, painters, joiners and rubber workers were most affected among males, and housewives, laundresses and rubber workers among females. It was not always easy to trace the direct cause. So far as could be determined, however, the irritation was due to soap and washing materials, moisture and mud, hot substances, varnishes and paints, alkalies and acids, naphtha, sugar, flour and paraffin, in this order of frequency. Ointments, well rubbed in, had increased the trouble in many cases. The arms, hands and face are most often affected, but in 11 cases the whole body was irritated. As a rule, there was no general ill health, though such disturbances as anaemia, dyspepsia, influenza and rheumatism were noted in 25 cases.

For his iron reduction without blast furnace or fusion, J. T. Jones, of Iron Mountain Mich., claims especial economy and effectiveness with low grade ores. A slightly inclined cylinder 8 feet in diameter and 120 feet long is rotated on bearing wheels, and the ore fed in at the upper end slowly moves to the lower end, where gas from a special producer gives a powerful reducing flame, with a temperature of 1470 degrees Fahr. in which all oxides are reduced. The hot gas emerges from the upper end of the cylinder as carbon dioxide at 400 degrees. It is stated that 400 pounds of fuel fed to the producer does the work of 2000 pounds of coke in the blast furnace and yields a ton of good iron.

SHANGHAI TRADE.

Messrs. Noel, Murray and Co. of Shanghai in their latest report on the Shanghai Free Goods Trade state:

There is little question but that the recent actions of some importers in trying to do their clients a good turn and help them out of an awkward corner has not met with the straight forward treatment that was expected, judging by past experience of the trade. The awakening to the fact has not been at all pleasant. Integrity seems to have become an unknown quantity in the trade out there, and everyone for himself and the devil take the hindmost seems to be the policy now in vogue. A few timely revelations may, however, enable correctives to be applied, but it is to be feared that even in some of the later day trading too much confidence has been reposed in plausible operators who have not the where-withal to back their sanguine anticipations, which could only by any possible means be realised by an absolute transformation of not only this market but the entire trade of the country. This must be thoroughly realised and understood by importers before business here can be put on a satisfactory basis again. The indiscriminate booking of orders must be stopped, and importers must try to find out for themselves what future requirements are likely to be, and not cater for the mythical demand born and bred in the brain of the latest notice who sets himself up as a native piece goods dealer. The old native hong have been run out of the trade by such, and to put an end to the recent reckless style of trading must be the one endeavour of importing houses, here and their supporters.

JAPANESE MILITARY EXPENDITURE.
WHAT IS PROPOSED IN THE NEXT BUDGET.

The Japan Financial and Economic Annual for November, contains a chapter entitled "Outline of the Next Year's Budget," in which the following statement appears:

The Army Department.—As a result of the new financial scheme, it was found necessary to postpone enterprises by all departments: the Army Department has proved to be the greatest sufferer, by the total sum of expenditures (¥200,000,000) to be postponed for the space of 11 years from 1903 to 1914; the sum of nearly ¥100,000,000 belongs to enterprises under the control of this department. In enumerating the principal enterprises which require postponement, we may mention the sum of ¥42,000,000 for repairing and for new expenses, ¥46,000,000 for restoration measures, ¥3,900,000 for building warehouses, and ¥82,000,000 for extraordinary military expenses, totalling of ¥180,000,000. Thus, it will be seen that the postponement covers expenses for repairing and making new preparations, the restoration measures, the building of storehouses and extraordinary military expenses, and those concerning the making of arms and ammunition necessary in time of peace, which will, however, be completed by 1920. The Budget for the next year will see a reduction of some ¥1,000,000 in ordinary expenses compared with the figures of the present year, while extraordinary expenditure will not exceed ¥29,000,000 because of the postponement of enterprises amounting to ¥15,000,000 out of ¥35,000,000 that was fixed in the Budget as arranged previously.

AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

THORNE'S
OLD VAT

PER CASE
6/15

THIS WHISKY WAS STARTED BY THE LATE ROBERT THORNE OF GLENROCK AND HAS BEEN SOLD AS SUCH SINCE 1851.

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.

SANG MOW.
BAFFAN AND GRASS
FURNITURE MAKER.

CHAIRS, TABLES, SEATERS & LONG CHAIRS.
BAMBOO BEDS, MATTRESSES
in all colours on Sale.

All Orders received Prompt attention.
59A, QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 20th February, 1908. (401)

APIOLINE
(CHAPOTEAUT)

LADIES

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny Royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.
Sole Agents in Hongkong.

DRINK

"ASAHI" & "SAPPORO" BEER

FOR YOUR OWN COMFORT
in Tropical Countries use

CALVERT'S
Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

Guarded against Infection.

Perfect Personal Cleanliness.

Freedom from Skin Irritation.

Calvert's 20% Carbolic Soap.
Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

Calvert's Carbolic Toilet Soap.
You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Calvert's Carbolic Prickly-heat Soap
is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?
Each suits the climate.

When you ask for
BOVRIL

do not take a cheap imitation. BOVRIL is all beef and is a standardised strength-giving food.

Always have BOVRIL handy.

By Royal Warrant to His Majesty the King.

"BILLIARDS"

OUR New Patent Low Set Express Cushions can be fitted to any BILLIARD TABLE making it for playing purposes as good as new.

(Freight on a case of Cushions to Bombay, Rs. 4/- only.)

BEST AFRICAN IVORY BILLIARD BALLS,
THOROUGHLY SEASONED.

CRYTALATE AND BONZOLINE BALLS ALL SIZES.
WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.

WE HOLD THE LARGEST STOCK OF BILLIARD TABLES, ACCESSORIES AND MATERIALS OUT OF LONDON.

ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.
Illustrated price lists, giving prices and particulars of everything pertaining to billiards, can be had of application from the Offices of this paper.

JOHN ROBERTS & CO. LD.
BILLIARD TABLE MAKERS AND IVORY TURNERS,
BOMBAY.
Hongkong, 6th April, 1904. (643-2)

SHACKELL'S
"SEAL" RED PRINTING INK
IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS
SHACKELL EDWARDS & CO., LTD.
PRINTING INK MAKERS.
ESTABLISHED 1785.

HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.
Hongkong, 16th October, 1907. (723)

THE
MITSUI BUSSAN KAISHA
SOLE AGENTS.
TO BE OBTAINED EVERYWHERE.

DRINK

"ASAHI" & "SAPPORO" BEER

SHIPPING.

ARRIVALS.

CHONGKING, British str., 1256, Liddell, 15th Dec.—Tientsin via Weihaiwei 8th Dec. General—Jardine, Matheson & Co.
 CHITUN, Chinese str., 15th Dec.—Canton.
 BARCELONA, German str., 5455, Forcellina, 15th Dec.—Hamburg and Singapore 8th Dec. General—Hamburg-America Line.
 FOCHOW, British str., 1223, Vincent, 15th Dec.—Tientsin via Swatow 14th Dec. General—Butterfield & Swire.
 GORNER, German str., 5150, B. Wilhelm, 15th Dec.—Yokohama 5th Dec. General—Melchers & Co.
 HAIMUN, British str., 636, Evans, 15th Dec.—Swatow 14th Dec. General—Douglas, Laipail & Co.
 HUPH, British str., 1205, G. J. Spink, 15th Dec.—Haiphong and Hoihow 15th Dec. General—Butterfield & Swire.
 KIANGCHING, Chinese str., 15th Dec.—Canton.
 KUICHOW, British str., 15th Dec.—Canton.
 LAISANG, British str., 2224, F. Wheeler, 15th Dec.—Singapore 8th Dec. General—Jardine, Matheson & Co.
 LUOWH, British str., 15th Dec.—Canton.
 RIO LIMA, Portuguese gunboat, 720, Pedrosa, 15th Dec.—Macao 15th Dec.
 TUNGSHING, British str., 1172, W. Stalker, 14th Dec.—Wuhu 9th Dec. General—Jardine, Matheson & Co.
 YUSHUN, Chinese str., 1079, Pratt, 14th Dec.—Tientsin and Chefoo 9th Dec. General—C. M. S. N. & Co.
 YEHOBH MARU, Japanese str., 2992, B. Kon, 15th Dec.—3rd 9th Dec. Coal & General—Nippon Yusen Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 15th December.

Chongking, British str., for Canton.
 Chitun, Chinese str., for Swatow.
 Tungkong, Chinese str., for Canton.
 Usher, British str., for Newcastle.
 Zueren, British str., for Singapore.

DEPARTURES.

ASCANIA, German str., for Singapore.
 BEVELDI, British str., for Nagasaki.
 DRONAR, Norwegian str., for Canton.
 HAITAN, British str., for Hoihow.
 ISOKA, Italian str., for Singapore.
 J. DIEDERICHSEN, Ger. str., for Swatow.
 KUUKIANG, British str., for Canton.
 KWONGSANG, British str., for Shanghai.
 MABIE, British str., for Rangoon.
 NINGPO, British str., for Shanghai.
 QUANTA, German str., for Canton.
 SWANLEY, British str., for Manila.
 TAIBUEN, Chinese str., for Canton.
 TEAN, British str., for Manila.
 TEENAI, British str., for Singapore.
 TORONAI MARU, Jap. str., for Shanghai.
 YORANG, British str., for Canton.
 YOHOW, British str., for Shanghai.
 YUSHUN, Chinese str., for Canton.

SHIPPING REPORTS.

The British str. Laian reports: Fresh monsoon and high sea.
 The British str. Tungking reports: Moderate monsoon and fine weather.
 The British str. Cheongking reports: Mod. monsoon and fine weather throughout.

VESSELS IN DOCK.

ARRIVED DOCK—
 Kowloon Dock—Usher, H.M.S. Virago.
 Hoihow, H.M.S. Alacrity, Nicomedia, Prinz Waldemar.
 COSMOPOLITAN DOCK—Daikin Maru.

VESSELS ON THE BERTH

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
 (With Liberty to Call at the Malabar Coast.)

THE Steamship

"TUDOR PRINCE."
 Captain McDougall, will be despatched for the above Ports TO-DAY, the 16th December, 1908.
 For Freight, apply to
 ARNOLD, KARBURG & Co.,
 Agents.
 Hongkong, 10th December, 1908. [1557]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
 FIUME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the BRASIS to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).
 THE Company's Steamship

"E. FRANZ FERDINAND"

Captain Nitsche, will be despatched as above on or about 24th December.
 This Steamer has capital accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight, apply to
 SANDER, WIELER & Co.,
 Agents.
 Hongkong, 28th November, 1908. [3]

UNITED STATES & CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK AND BOSTON VIA SUEZ CANAL.
 (With Liberty to Call at Malabar Coast.)

THE Steamship

"INDRAWADI."
 Captain Williams, will be despatched as above on TUESDAY, the 5th January, 1909.
 For Freight apply to
 JARDINE, MATHESON & Co.,
 Agents.
 HONGKONG LINE LTD.
 Hongkong, 14th December, 1908. [1658]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h" nearest Hongkong "h" midway between Hongkong and Kowloon "u," and those vessels berthed at the Kowloon Wharf "k.v." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	PALEMO	Brit. str.	—	J. B. Ferguson	P. & O. S. N. Co.	About 18th inst.
LONDON &c. VIA USUAL PORTS OF CALL.	DELTA	Brit. str.	—	H. W. H. Snow	P. & O. S. N. Co.	On 26th inst., at Noon.
HAVRE, ROTTERDAM & HAMBURG, &c.	SCANDIA	Ger. str.	k. w.	C. Dohren	HAMBURG-AMERICA LINE	On 25th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ISTRIA	Ger. str.	k. w.	Leung	HAMBURG-AMERICA LINE	On 11th Jan.
HAVRE & HAMBURG VIA STRAITS, &c.	BARCELONA	Ger. str.	k. w.	Porcellina	HAMBURG-AMERICA LINE	On 25th Jan.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINE	On 25th Jan.
HAVRE & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	k. w.	Peter	HAMBURG-AMERICA LINE	On 22nd Febr.
MARSEILLES, &c. VIA PORTS OF CALL.	DUMBEA	Fr. str.	—	Boyer	MESSAGERIES MARITIMES	On 27th Febr.
MARSEILLES, HAVRE & COCHINCHINA.	SIAM	Dan. str.	—	C. D. Bennett, R.N.R.	MELCHERS & Co.	On 22nd inst., at 1 p.m.
MARSEILLES & LONDON VIA POMBAY	MACEDONIA	Brit. str.	—	H. Fraser	NIPPON YUSEN KAISHA	Beginning of January.
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	HYRANO MARU	Jap. str.	—	N. Niemi	NIPPON YUSEN KAISHA	On 30th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WAKASA MARU	Jap. str.	—	Geo. Anderson	NIPPON YUSEN KAISHA	On 8th Jan., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SADO MARU	Jap. str.	—	B. Wilhelm	NIPPON YUSEN KAISHA	To-day, at Noon.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	GOEBEN	Ger. str.	—	G. Roth	MELCHERS & Co.	On 10th March.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PRINZES ALICE	Ger. str.	—	Nitsche	SANDER, WIELER & Co.	About 24th inst.
TRIESTE, &c. VIA SINGAPORE, &c.	LENKOW	Brit. str.	—	Williams	DODWELL & Co. Ltd.	On 22nd inst.
NEW YORK	INDRAWADI	Brit. str.	—	McDougall	JARDINE, MATHESON & Co. LD.	On 26th inst.
NEW YORK & BOSTON VIA SUEZ PORTS	TUDOR PRINCE	Am. str.	—	—	ARNOLD, KARBURG & Co.	To-day.
BOSTON & NEW YORK	WINTERMASTER CASTLE	Brit. str.	—	—	DODWELL & Co. LD.	On 16th Jan.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPERESS OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 19th inst., at 7 a.m.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTAGUE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 2nd March, at Noon.
VICTORIA, B.C. & TACOMA VIA JAPAN.	KUMBERG	Brit. str.	—	F. S. Cowley	DODWELL & Co. Ltd.	To-morrow.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TOSA MARU	Jap. str.	1 m.	T. L. Harrison	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	TAITUAN	Jap. str.	—	L. D. Brown	NIPPON YUSEN KAISHA	On 21st inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	PRINCE WALDEMAR	Ger. str.	—	A. B. Moses	MELCHERS & Co.	On 24th inst., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	KUMANO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 31st inst., at 5 p.m.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 5th Jan., at Noon.
Kobe & YOKOHAMA	KUMANO MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 28th inst., at D'light
NAGASAKI, Kobe & YOKOHAMA	TYRINI	Dut. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
SHANGHAI	TUNGSHANG	Brit. str.	—	H. Koops	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, YOKOHAMA, Kobe & MOJO	KUTSANG	Brit. str.	—	Lee	JARDINE, MATHESON & Co. LD.	To-day, at Noon.
SHANGHAI, YOKOHAMA & Kobe	BARCELONA	Ger. str.	k. w.	Bradley	HAMBURG-AMERICA LINE	To-morrow.
SHANGHAI, YOKOHAMA & Kobe	PERSEA	Am. str.	—	Barthol	SANDER, WIELER & Co.	About 17th inst.
SHANGHAI, TSINGTAU, NAGASAKI, Kobe, &c.	DEFFLINGER	Ger. str.	—	G. Mathers	JARDINE, MATHESON & Co. LD.	On 18th inst., at Noon.
SHANGHAI	CHONGKING	Brit. str.	—	Sandback	JARDINE, MATHESON & Co. LD.	About 20th inst.
SHANGHAI VIA NINGPO	KINGSHANG	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	About 21st inst.
SHANGHAI, MOJO, Kobe & YOKOHAMA	SUNDA	Fr. str.	—	Charbonnel	MELCHERS & Co.	On 22nd inst., at 8 a.m.
SHANGHAI, Kobe & YOKOHAMA	YONKIN	Fr. str.	—	Y. Fuzono	OSAKA SHOSHEN KAISHA	About 25th inst.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	BEYIN MARU	Jap. str.	—	C. L. Daniel	P. & O. S. N. Co.	Middle of January.
SHANGHAI	ASSATE	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	Quick despatch.
SHANGHAI, YOKOHAMA & Kobe	YEDDO	Dan. str.	—	Block	HAMBURG-AMERICA LINE	On 23rd inst., at 8 a.m.
SHANGHAI, YOKOHAMA & Kobe	ANALUSIA	Ger. str.	k. w.	de Brouwers	JAVA-CHINA-JAPAN LINE	To-morrow, at 8 a.m.
SHANGHAI	TIJMAH	Dut. str.	—	Ighio	OSAKA SHOSHEN KAISHA	To-day, at 4 p.m.
AMING VIA SWATOW & AMOY	SHOSHU MARU	Jap. str.	—	I. Katsuraki	BUTTERFIELD & SWIRE	To-day, at Noon.
TAMSUI VIA SWATOW & AMOY	JOSEPH MARU	Jap. str.	—	W. Evans	DOUGLAS LAIPRAIL & Co.	On 18th inst., at Noon.
AMOY & SHANGHAI	LUOWH	Brit. str.	2 h.	J. S. Beach	BUTTERFIELD & SWIRE	On 18th inst., at 10 a.m.
SWATOW	HAIMUN	Brit. str.	—	Spink	JARDINE, MATHESON & Co. LD.	On 18th inst., at 4 p.m.
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	1 m.	S. J. Payne	SHEWAN TOMES & Co.	On 19th inst., at Noon.
HAIPHONG	LOOWHANG	Brit. str.	—	R. Rodger	BUTTERFIELD & SWIRE	On 22nd inst., at 8 p.m.
MANILA	ZABIO	Brit. str.	—	A. Somerville	JARDINE, MATHESON & Co. LD.	On 24th inst., at Noon.
MANILA	TAMING	Brit. str.	1 m.	P. H. Rolfe	SHEWAN, TOMES & Co.	On 25th inst., at Noon.
MANILA	TUNGSHANG	Brit. str.	—	R. W. Almond	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
MANILA	RUBI	Brit. str.	—	A. W. Outerbridge	MELCHERS & Co.	On 18th inst., at Noon.
MANILA	TRAN	Brit. str.	1 m.	Mathias	NIPPON YUSEN KAISHA	Beginning of January.
MANILA	KAPONG	Brit. str.	—	F. Semblil	JARDINE, MATHESON & Co. LD.	To-morrow.
MANILA	BORNEO	Ger. str.	—	B. Kon	JARDINE, MATHESON & Co. LD.	On 21st inst., at Noon.
MANILA	YEHOBH MARU	Jap. str.	—	M. B. Lake	JARDINE, MATHESON & Co. LD.	On 24th inst., at Noon.
MANILA	NAMANG	Brit. str.	—	E. J. Todd	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
MANILA	LAISANG	Brit. str.	—	G. Hooker	JAVA-CHINA-JAPAN LINE	Quick despatch.
MANILA	KUICHOW	Brit. str.	—	Pand r.		
MANILA	TIJMAN	Dut. str.	—			

THE BANK LINE, LIMITED.

CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.
 Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. SEATTLE & TACOMA VIA MOJO, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
KUMERIC	6232	F. S. Cowley	On 17th December.
INVERIC	4789	J. Boyd	On 14th January, 09
BOVERIC	4445	Mathias	On 11th Febr. 09
SUVERIC	6235	W. Shotton	On 11th March, 09

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS. 8

Hongkong, 2nd December, 1908.

NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"GOEBEN" Capt. B. WILHELM	Wed day, 16th Dec., at N.O.R.
SHANGHAI, TSINGTAU, NAGASAKI, KOBE AND YOKOHAMA	"DERFFLINGER" Capt. G. MEINERS	About Thursday, 17th December.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. LERKE	Thursday, 31st Dec., at 5 p.m.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBLIL	Beginning of January, 09

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
 MELCHERS & Co.,
 GENERAL AGENTS, HONGKONG & CHINA.
 Hongkong, 12th December, 1908. 5

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific to the "EMPERESS LINE" 5 to 10 days Ocean Travel, 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)	TO	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPERESS OF INDIA"	6,000	SATURDAY, 19th Dec.	8th Jan. 09
"EMPERESS OF JAPAN"	6,000	SATURDAY, 16th Jan.	5th Febr. 09
"EMPERESS OF CHINA"	6,000	SATURDAY, 13th Febr.	5th March 09
"MONTAGUE"	6,165	TUESDAY, 2nd March	26th March 09
"EMPERESS OF INDIA"	6,000	SATURDAY, 13th March	2nd April 09
"EMPERESS OF JAPAN"	6,000	SATURDAY, 10th April	30th April 09

"EMPERESS" Steamships will depart from HONGKONG at 7 A.M. S.S. "MONTAGUE" at 12 Noon.
 THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
 Intermediate on Steamers £40 £42
 and 1st Class Railway.....

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line.
 R.M.S. "MONTAGUE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TONKIN" Capt. Charbonnel	About 21st Dec.
MARSEILLES VIA PORTS	"DUMBEA" Capt. Boyer	On 22nd Dec. 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"SYDNEY" Capt. Henric	On 4th Jan. p.m.
MARSEILLES VIA PORTS	"ERNEST SIMONS" Capt. Girard	On 5th Jan. 1 p.m.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to
 HONGKONG, 16th December, 1908.

P. NALIN, ACTING AGENT,
 Queen's Building. 2

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.
 THE Company's Steamship

"PERSEA."
 Captain Barthol, will leave for the above places TO-MORROW, the 17th inst. p.m.
 This steamer has capital accommodation for passengers, electric light, carries a doctor and stewardess.

For Freight or Passage, apply to
 SANDER, WIELER & Co.,
 Agents.
 Hongkong, 10th December, 1908. [3]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK
 S.S. "LENNOX" On 22nd Dec.
 S.S. "SIKH" On 25th Dec.
 For BOSTON AND NEW YORK
 S.S. "MUNCASTER CASTLE" On 15th Jan. 09
 For Freight and further information, apply to
 DODWELL & Co. Ltd.,
 Agents.
 Hongkong, 14th December, 1908. [1298]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
 BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA."
 Captain B. W. H. Snow, carrying His Majesty's Mail, will be despatched from this Port, Bombay, &c., on SATURDAY, the 26th December, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MONGOLIA," 9,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "MARMORA" due in London on the 6th February, 1909.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 14th December, 1908. [1]



MITSU BISHI GOSHI KAISHA.
 (MITSU BISHI CO.)
 COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA, OCHI, HOJO, NAGASAKI, SAKA, SHINNEW, and KAMAYAMADA, Collieries.

SOLE AGENTS FOR
 KISHIDAKE, MIYAO, and KIGYO KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOI, KANAGAWA, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	PALERMO Capt. F. B. Ferguson	About 16th Dec.	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUNDA Capt. G. M. Montford, R.N.E.	About 20th Dec.	Freight and Passage.
SHANGHAI	ASSAYE Capt. C. L. Daniel	About 25th Dec.	Freight and Passage.
LONDON via USUAL PORTS DELTA	DELTA Capt. E. W. H. Snow	Noon, 26th Dec.	See Special of Call.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 15th December, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOY and SHANGHAI	"LUCHOW"	On 16th Dec., 4 P.M.
BATAVIA, SAMARANG and SOERABAYA	"KUEICHO"	On 17th Dec., 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 18th Dec., NOON.
HAIPHONG	"HUPEH"	On 19th Dec., 10 A.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNS- VILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 21st Dec., 4 P.M.
MANILA	"TAMING"	On 22nd Dec., 3 P.M.
MANILA	"TEAN"	On 29th Dec., 3 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 16th December, 1908.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAINUN," Capt. Evans	SWATOW	WEDDAY, 16th Dec., at Noon.
"HAITAN," Capt. J. S. Roach	SWATOW, AMOY & FOOCHOW.	FRIDAY, 18th Dec., at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 15th December, 1908.

1579

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, YOKOHAMA, KOBE and MOJI	"KUTSANG"	Wedday, 16th Dec., Noon.
SHANGHAI	"KINGSANG"	Wedday, 16th Dec., 4 P.M.
SHANGHAI via NINGPO	"KINGSANG"	Friday, 18th Dec., Noon.
SHANGHAI	"CHOYSANG"	Friday, 18th Dec., Noon.
MANILA	"LOONGSANG"	Friday, 18th Dec., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Monday, 21st Dec., Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Thursday, 24th Dec., Noon.
MANILA	"YUENSANG"	Thursday, 24th Dec., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "YUENSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS.

Hongkong, 16th December, 1908.

16

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG-SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSAI via SWATOW	"JOSHIN MARU"	THURSDAY, 17th Dec., at 8 A.M.
SHANGHAI via SWATOW	"BUJUN MARU"	TUESDAY, 22nd Dec., at 8 A.M.
AMOY & FOOCHOW	"FUSUNO"	at 8 A.M.
ANPING via SWATOW	"SHOSHU MARU"	WEDDAY, 23rd Dec., at 8 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 15th December, 1908.

T. ARIMA, Manager.

13

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG: HOMeward.

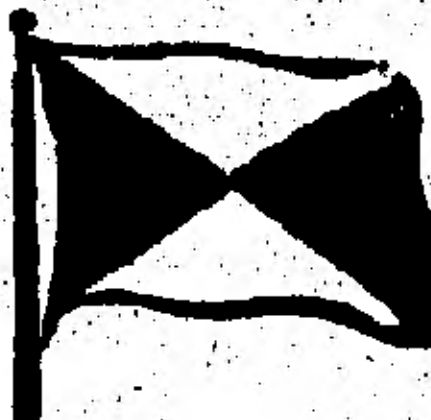
OUTWARD.	FOR HAVRE, ROTTERDAM & HAMBURG:
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SCANDIA ... 25th Dec.
S.S. BARCELONA ... 17th Dec.	S.S. ISTRIA ... 11th Jan. 09
S.S. ANDALUSIA ... 3rd Jan. 09	FOR HAVRE & HAMBURG:
S.S. SLAVONIA ... 17th Jan. 09	S.S. BARCELONA ... 25th Jan. 09
S.S. SAXONIA ... 27th Jan. 09	FOR HAVRE & HAMBURG:
S.S. SPEZIA ... 8th Feb. 09	S.S. C. FRED. LABIESZ ... 23rd Jan. 09
	FOR HAVRE & HAMBURG:
	S.S. SLAVONIA ... 22nd Febr. 09
	FOR HAVRE & HAMBURG:
	S.S. ANDALUSIA ... 27th Febr. 09

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong, 16th December, 1908.

Hongkong Office.

13



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisines. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 19th Dec., Noon.
RUBI	2540	R. W. Almond	Manila	On 26th Dec., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 14th December, 1908.

14

NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE,
PENANG, COLOMBO and PORT SAID.

THE Co.'s Newly Built Passenger Steamer

"HIRANO MARU."

(Sister ship to the well-known "KAMO MARU," tons 9,000 gross reg., Captain H. Fraser, will be despatched as above on WEDNESDAY, the 30th DECEMBER, at Daylight. Every known comfort provided on board for travellers: First-class staterooms amidships comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

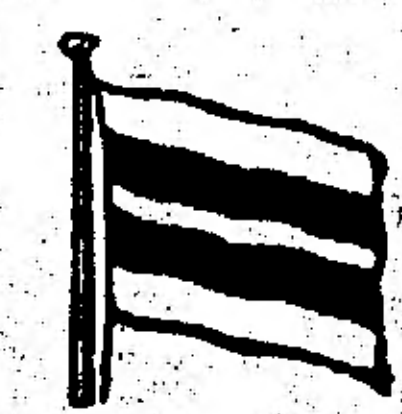
Cheapest passage rates to Europe and around-the-world.

For further particulars apply to—

NIPPON YUSEN KAISHA.

Hongkong, 24th November, 1908.

1599



NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	WAKASA MARU Capt. N. Nielsen	6265	WEDDAY, 23rd Dec., at Daylight
PORE	SADO MARU Capt. Geo. Anderson	6227	WEDDAY, 6th Jan., 09 at Daylight
COLOMBO, and PORT SAID	S. TOSA MARU Capt. T. L. Harrison	5828	TUESDAY, 22nd Dec., at Noon
VICTORIA, B.C. and SEATTLE, via SHANGHAI	S. SHINANO MARU Capt. K. Kawata	6388	THURSDAY, 5th Jan., 09 at Noon
MOJI, KOBE, YOKKAICHI, and YOKOHAMA	NIKKO MARU Capt. A. E. Moses	5539	THURSDAY, 24th Dec., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, and TOWNSVILLE	KUMANO MARU Capt. N. Mathieson	5076	FRIDAY, 22nd Jan., 09 at Noon
BOMBAY via SINGAPORE	YEBOSHI MARU Capt. B. Kon	3798	THURSDAY, 17th December
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. N. Mathieson	5076	WEDDAY, 23rd Dec., at Noon
YOKOHAMA	SANUKI MARU Capt. K. Homma	6112	SATURDAY, 26th Dec., at Daylight

* Omitting Yokkaichi.
† Fitted with Marconi's System of Wireless Telegraphy.
‡ Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 15th December, 1908.

T. KUSUMOTO,
MANAGER.

356

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, HANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE and COPENHAGEN	"SIAM"	Beginning of Jan., 09
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	Middle of Jan., 09

For Further Particulars apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 10th December, 1908.

6

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	SHANGHAI	Second half of Dec.	JAVA	Second half of Dec.
TJIMAH	JAVA	First half of Jan.	SHANGHAI	First half of Jan.
TJILWONG	JAPAN	First half of Jan.	JAVA	First half of Jan.
TJIKINI	JAVA	Second half of Jan.	JAPAN	Second half of Jan.
TJILATJAP.	JAVA	First half of Febr.	SHANGHAI	First half of Febr.
TJIBODAS	JAVA	First half of Febr.	JAPAN	First half of Febr.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 14th December, 1908.

Telephone No. 375.

18

PENINSULAR & ORIENTAL STEAM NAVIGATION COY.

S.S. "MACEDONIA."

10,500 TONS.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 20th, 1909, STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES - - - - - APRIL 17TH.
LONDON - - - - - APRIL 24TH.

FARES TO LONDON—

1st SALOON £71.10 SINGLE £106.14 RETURN.
2nd " £48.8 " £72.12 "

For further Particulars apply to—

E. A. HEWETT,
SUPERINTENDENT.

Hongkong, 24th November, 1908.

1600

PASSENGER SEASON 1909.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

TONS REG.

"PRINZESS ALICE" - 10,911 - ON MARCH 10TH.
Capt. G. ROSE.
"KLEIST" - 9,000 - ON MARCH 24TH.
Capt. R. MEYER.
"PRINZ LUDWIG" - 9,630 - ON APRIL 7TH.
Capt. F. v. BINZER.

CALLING AT NAPLES; GENOA; ALGIERS; GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS.

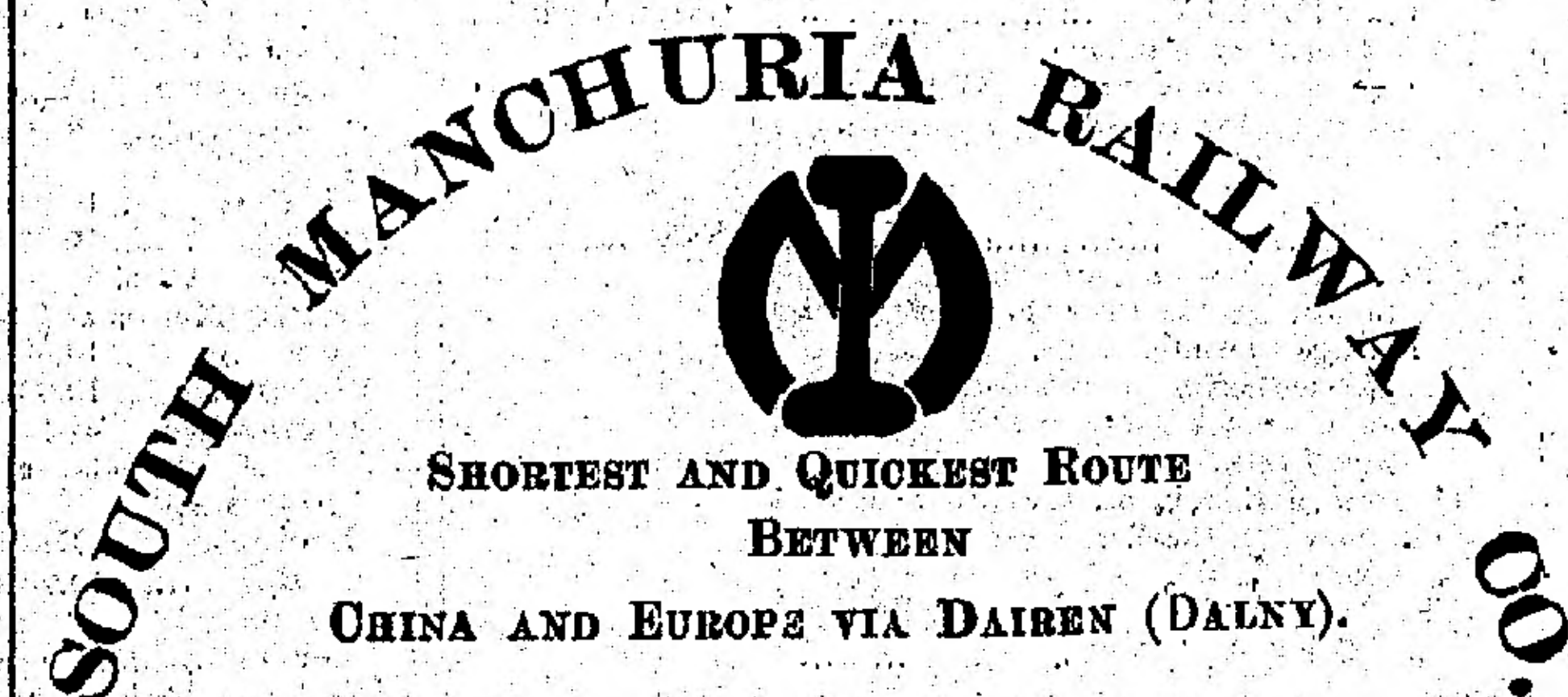
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Hongkong, 1st December, 1908.

1624



STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KORO MARU" (2877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Kwanchnghuan (in connection with Siberian Express trains at Harbin) by a train composed of excellently equipped Sleeping, Dining and first-class Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES:
RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.
YINGKOU LINE—For Yingkou (Newchwang), 3 hours from Tashichiao Junction.
FUSHUN LINE—For the famous Fushun Collieries from Suchiatun Junction.
ANTUNG-HSIAO LINE—A light railway from Mukden to Antung-Hsien connecting with the Korean Government Railway.

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add. "YAMATO").
At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANCHENGZU), all managed by the Company and provided with every convenience, luxury, and comfort.

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20

